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K1 REFERENCE:

ATTACHMENT TO L-2615  
24 JANUARY 1967  
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PONTOON RAILROAD BRIDGE  
NINH BINH, NORTH VIETNAM  
2015N 10559E

1. SIGNIFICANCE:

THIS BRIEFING BOARD PORTRAYS THE CONTINUING EFFORT BY THE NORTH VIETNAMESE TO MAINTAIN TRAFFICABILITY ON THEIR ROAD AND RAIL NETWORK DESPITE U.S. AIR ATTACKS. THE PONTOON RAIL BRIDGE DEPICTED IS THE ONLY KNOWN COMPLETED PONTOON RAILROAD BRIDGE IN NORTH VIETNAM.

2. LOCATION:

THE PONTOON RAILROAD BRIDGE IS LOCATED ON A BY-PASS OF THE HA NOI/THANH HOA RAIL LINE, JUST WEST OF THE DESTROYED NINH BINH RAILROAD AND HIGHWAY BRIDGE OVER SONG DAY  AT UTM XH031404.

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3. BACKGROUND:

SEVERAL OF THE TECHNIQUES USED BY THE NORTH VIETNAMESE TO MAINTAIN THE SERVICEABILITY OF THEIR LINES OF COMMUNICATION ARE DEPICTED ON THIS GRAPHIC. PRIOR TO THE U.S. BOMBING OF SELECTED TARGETS IN NORTH VIETNAM, THE ONLY RIVER CROSSING AT THIS POINT WAS THE NINH BINH RAILROAD AND HIGHWAY BRIDGE OVER THE SONG DAY. IN JUNE 1965 THIS BRIDGE WAS STRUCK AND THE SOUTHERN SPAN WAS DROPPED, RENDERING THE BRIDGE UNSERVICEABLE. PRIOR TO AN AIR STRIKE IN LATE 1966, NOT ONLY HAD THE ORIGINAL BRIDGE BEEN

NGA Review Complete

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RESTORED FOR RAIL USE, BUT A RAILROAD BY-PASS BRIDGE, A RAIL FERRY, TWO PONTOON BRIDGES, AND A PROBABLE RESERVE HIGHWAY FERRY HAD BEEN PLACED IN SERVICE AT VARIOUS TIMES IN ORDER TO MAINTAIN THE FLOW OF NECESSARY SUPPLIES. AT THE PRESENT TIME ONLY THE ORIGINAL BRIDGE IS UNSERVICEABLE.

4. MISSION READOUT:

[REDACTED] REVEALS THE PONTOON RAILROAD BRIDGE TO BE SERVICEABLE EXCEPT FOR A REMOVED CENTER SPAN WHICH ALLOWS RIVER TRAFFIC TO PASS. A SERVICEABLE PONTOON HIGHWAY BRIDGE IS LOCATED JUST NORTH OF THE PONTOON RAIL BRIDGE AND A SERVICEABLE RAILROAD FERRY IS OBSERVED JUST EAST OF THE ORIGINAL RAILROAD AND HIGHWAY BRIDGE. THE RAILROAD BY-PASS BRIDGE EAST OF THE RAILROAD AND HIGHWAY BRIDGE IS ALSO SERVICEABLE (NOT SHOWN ON GRAPHIC).

[REDACTED]

ALL UTM COORDINATES ARE TAKEN FROM AMS SERIES L7014, SHEET 6149 I.

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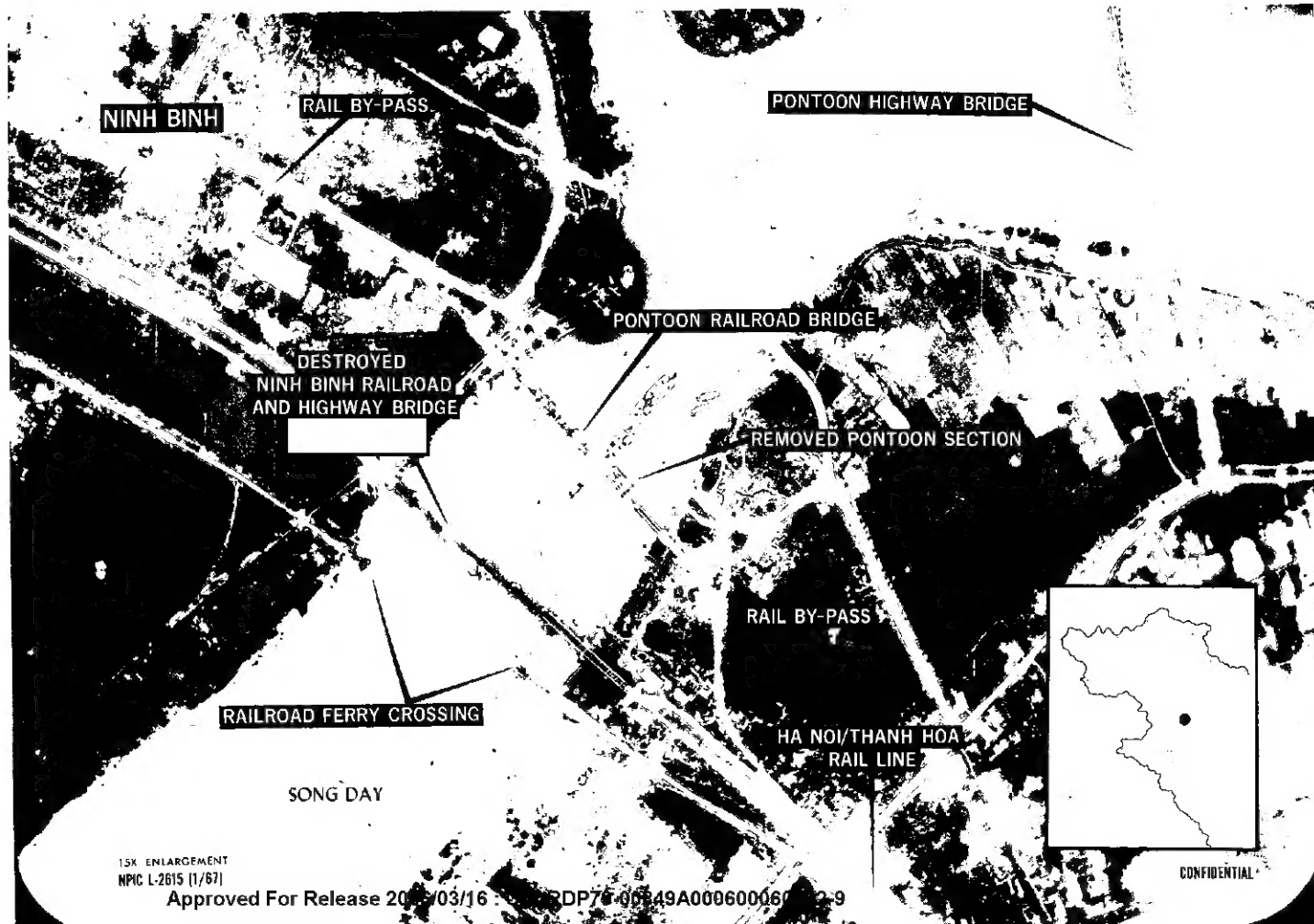


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**PONTOON RAILROAD BRIDGE**  
**NINH BINH, NORTH VIETNAM**  
**20-15N 105-59E**

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